

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 71094

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Date of writing Report 19 12.10.46 When handed in at Local Office 12.10.46 Port of GLASGOW.
No. in Survey held at GLASGOW. Date, First Survey 30th May, 1946. Last Survey 25th Sept. 1946.
Reg. Book. Number of Visits 77
85880 on the Single Screw vessel M.V. "BRITISH KNIGHT" Tons Gross 8629 Net 4999
Built at GOVAN By whom built MESSRS. HARLAND & WOLFF LTD. Yard No. 1307G When built 1946
Engines made at GLASGOW By whom made MESSRS. HARLAND & WOLFF LTD. Engine No. 1307 When made "
Donkey Boilers made at BELFAST By whom made MESSRS. HARLAND & WOLFF LTD. Boiler No. 1307 When made 1946
Brake Horse Power 3200 Owners BRITISH TANKER CO. LTD. Port belonging to LONDON
Nom. Horse Power as per Rule 490 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended TANKER MN.697

OIL ENGINES, &c. — Type of Engines Heavy Oil, Airless Injection 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 700 lbs./sq. in. Diameter of cylinders 740 m.m. Length of stroke 1500 m.m. No. of cylinders 6 No. of cranks 6
Mean Indicated Pressure 128 lbs./sq. in. Span of bearings, adjacent to the crank, measured from inner edge to inner edge 972 m.m. Is there a bearing between each crank Yes
Revolutions per minute 115 Flywheel dia. 2489 m.m. Weight 2590 Kgs. Means of ignition Compression Ind. of fuel used Diesel
Crank Shaft, Solid forged dia. of journals as per Rule 505 m.m. as approved Mid. length breadth 980 m.m. Thickness parallel to axis 310 m.m.
as fitted 505 m.m. Crank pin dia. 505 m.m. Crank webs Mid. length thickness 310 m.m. Thickness around eye holes 292.5 m.m.
All built BORED 115 m.m.
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule as approved Thrust Shaft, diameter at collars as fitted as approved
as fitted Tube Shaft, diameter as per Rule as fitted 17" Is the screw shaft fitted with a continuous liner Yes
Screw Shaft, diameter as per Rule as fitted 16" Is the screw shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule as approved Thickness between bushes as per Rule as approved Is the after end of the liner made watertight in the
propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-
corrosive No If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
end of tube shaft No If so, state type Length of bearing in Stern Bush next to and supporting propeller 5'-0"
Propeller, dia. 15'-6" Pitch 12'-0" No. of blades 4 Material Bronze whether moveable No Total developed surface 75 sq. feet
Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of
lubrication Forced Thickness of cylinder liners 53 m.m. to 41 m.m. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers
lagged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
back to the engine Cooling Water Pumps, No. 2 S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and size 2 Bilge & Sanitary, each 100 tons/hr. Ballast 170 tons/hr.
How driven Steam Steam
Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements
Ballast Pumps, No. and size 1 off 170 tons/hr. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 main engine 100 tons/hr. 1 Stand by
Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary
bilge pumps, No. and size:—In machinery spaces 3 off 3½" In pump room
In holds, &c.
Independent Power Pump Direct Suctions to the engine room bilges, No. and size 2 @ 6" Bilge pump; 1 @ 8" Ballast pump.
Are all the bilge suction pipes in holds and machinery spaces fitted with strum-boxes Yes Are the bilge suction pipes in the machinery spaces led from easily
accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
Are all Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks Both Are they fixed
sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the overboard discharges above or below the deep water line below
Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes Are the blow off cocks fitted with a spigot and brass covering plate Yes
What pipes pass through the bunkers None How are they protected
What pipes pass through the deep tanks Have they been tested as per Rule
Are all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes
Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery
spaces, or from one compartment to another Yes Is the shaft tunnel watertight none Is it fitted with a watertight door worked from
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Main Air Compressors, No. None No. of stages diameters stroke driven by
Auxiliary Air Compressors, No. 2 No. of stages 2 diameters 280 m.m. stroke 130 m.m. driven by steam engine
Small Auxiliary Air Compressors, No. none No. of stages diameters stroke driven by
What provision is made for first charging the air receivers 2 steam driven compressors
Scavenging Air Pumps, No. none diameter stroke driven by
Auxiliary Engines crank shafts, diameter as per Rule No. 3 (Steam) Position Starboard Forward, Aft & Centre
as fitted Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith See Electric 1st Entry.

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